

*Note: The following summarizes the questions asked by the audience during the industry forum, and the Department responses. This is provided as information only.*

Q: Will Load and Resistance Factor Design (LRFD) be required?

A: No.

Q: The [Public Notice Advertisement](#) (PNA) currently states that the Lead Design Consultant must be prequalified in area class 3.01 - Two Lane or Multi-lane Rural Roadway Design. Please consider changing this to 4.01 - Minor Bridge Design since this project is focused on Bridge replacements.

A: GDOT will consider the change.

Q: Hydraulics is one of the bigger concerns based on previous experience. Can you describe hydraulic related information you intend to provide as part of the RFP package?

A: GDOT performed a pre-screening to best identify low impact locations. GDOT's Office of Innovative Delivery will now obtain survey database, develop an existing hydraulic model, and evaluate proposed conditions based on an assumed final bridge design. Intent is to specify hydraulic parameters or a minimum opening at each location which the DB Teams may use to develop their final design. This may also include a general scour analysis, but local scour will be performed by DB Teams based as part of final design efforts. The DB Teams will be responsible for preparing the final hydraulic reports based on their own final bridge design.

Q: Can existing foundations be reused?

A: No. RFP will not allow use of existing foundations.

Q: Concern expressed over existing substandard conditions, and the extent with which DB Teams will be required to address (e.g. guardrail, horizontal or vertical geometry issues, sags in existing bridges, shoulders or embankment slopes). Suggest GDOT provide clear language in RFP to help limit the DB Teams scope and liability.

A: Darryl VanMeter mentioned that the focus/goal of the project is to replace Bridges. Bill DuVall mentioned that the proposed Bridges must meet existing low-impact Bridge design requirements for shoulder and barrier. However, GDOT will evaluate all locations and pre-approve existing substandard conditions in the RFP for use by the DB Teams. In addition, GDOT will consider quantifying the extent that work must be performed by DB Team on all approaches.

Q: Clarify role of GDOT and DB Team with respect to GEPA.

A: GDOT will perform an environmental screening for each location as part of the RFP development. Goal is to provide specific environmental scope parameters in the RFP. GEPA document will not be approved prior to letting. GDOT currently anticipates being responsible to perform GEPA post-let based on DB Teams final design. GDOT will include the maximum number of days for various review timeframes.

Darryl did leave open the opportunity that GDOT may require the DB Team to participate in the development of the GEPA document. In this case the environmental area classes will be required and included in the RFQ. The RFP will also provide clear guidance in this instance as to the DB Teams responsibilities.

Q: We are concerned about geotechnical risks. Can you share more about data to be provided and the DB Teams right to rely on that information.

A: GDOT understands the risks associated with geotechnical conditions and will strive to collect enough information so that DB Teams can develop an approach that limits their risks. All readily available geotechnical information for the Bridges will be provided. In addition, GDOT will obtain boring log(s) at each bridge, and provide the boring logs in the RFP package. GDOT is evaluating providing two to four borings per bridge depending on bridge characteristics. The DB Teams will be required to prepare and submit, for GDOT review, BFI reports.

Q: Will GDOT consider contractually including items that in the past have been listed as information only. This includes survey database, geotechnical conditions and/or hydraulic study information. This would help the industry manage the risks which could result in lower bids as well.

A: For this project, GDOT is planning to bear more of the risk than on previous DB projects. GDOT will evaluate which items can be contractually relied upon. In addition, GDOT is spending more effort up front to obtain data (e.g. full survey database, geotechnical borings, hydraulic study) with a goal of providing this information as a way to help DB Teams better manage their risks. This will also avoid duplication of efforts during the bidding phase.

Q: Will the DB Team be allowed flexibility to stage the sequencing for the various bridge replacements.

A: Yes. GDOT intends to establish an overall completion date (possibly 3 yrs per batch), and will specify a duration for an allowable off-site detour at each location whereby the bridge must be constructed. GDOT does not intend to specify a specific construction sequence. There may be some time restrictions uncovered during the RFP development whereby a bridge cannot be closed, and these restrictions will be included in the RFP.

Q: Has outreach to the Locals occurred.

A: Yes, initial phone calls have been placed. GDOT intends to contact the Locals again during the development of the RFP.

Q: Will GDOT consider shortlisting up to five (5) DB Teams per batch.

A: GDOT intends to allow all qualified DB Teams to pursue each batch. No shortlist.

Closing remarks:

- As a reminder, GDOT expects the Design-Build Team's Engineer of Record to address or "fix" the problems associated with each Bridge replacement. Please don't expect GDOT staff to "fix" the problems.
- GDOT is fully prepared, during the development of the RFP, to evaluate and identify existing substandard conditions that may remain. And GDOT will stand by these allowable conditions.